

The Sun

WEDNESDAY, MARCH 19, 1913.

Entered at the Post Office at New York as Second Class Matter.

Subscriptions by Mail, Postpaid

| | |
|-----------------------------|-------|
| DAILY, Per Month | 60 00 |
| DAILY, Per Year | 6 00 |
| SUNDAY, Per Year | 2 50 |
| DAILY AND SUNDAY, Per Year | 8 50 |
| DAILY AND SUNDAY, Per Month | 75 |
| THE EVENING SUN, Per Month | 25 |
| THE EVENING SUN, Per Year | 2 50 |

Postage to foreign countries added.
All checks, money orders, etc., to be made payable to THE SUN.

Published daily, including Sunday, by the Sun Printing and Publishing Association at 170 Nassau street, in the Borough of Manhattan, New York.
President and Treasurer, William C. Heick, 170 Nassau street, Vice-President, Edward P. Mitchell, 170 Nassau street, Secretary, C. E. Lutton, 170 Nassau street.

London office, 10 Abchurch Lane, 1 Abchurch Lane, Strand.
Paris office, 4 Rue de la Michodière, off Rue du Quatre Septembre.
Washington office, 1115 Building, Brooklyn office, 106 Livingston street.

If our friends who favor us with manuscripts and illustrations for publication wish to have received articles returned they must in all cases send stamps for that purpose.

Rapid Transit Relief.

He would be a bold man who would say that the approval of the rapid transit contracts and the authorization of bond issues to provide funds to pay the city's share of the expenses to be incurred have brought relief from the congestion now endured by New York in sight. Yet we have Chairman McCALL's word for it that the elevated railway improvements should be advanced within a year to a stage at which the travelling public may derive some benefits from them.

Meanwhile the service on the elevated railroads throughout the city is not as good as it should be. The train schedules are not arranged with consideration for the public convenience as the first thought. The running time is not that it might be. The number of trains run during the hours of lighter travel is too small. In a word, the existing facilities are not utilized to the best advantage.

The Public Service Commission ought now to have the time, as we believe it has the disposition, to take up this aspect of the transportation problem.

The Pending Stock Exchange Bills.

In a previous editorial article we expressed our opinion definitely concerning some of the bills affecting the Stock Exchange. One of the remaining bills has for its object the enforcement of greater publicity as to the business operations of corporations and companies whose securities are dealt in on the Stock Exchange. This bill provides that every such corporation shall make a written report to the Secretary of State within five days after the last day of December, March, June and September of its condition and business during the preceding quarter and shall cause to be transmitted to the Stock Exchange a certified copy of the report.

We can see no objection to a law of this kind except that the fiscal quarters of all corporations may not coincide with the calendar quarters as named in the bill, and, further, that the proposed time allowed after the end of the quarter for the making of the report seems a little short. But these are matters which can easily be remedied by slight amendments. Of course reports of this kind are already demanded and received by the Stock Exchange.

As to the bill providing that every stock exchange formed for the purpose of affording facilities for dealing in stocks shall not make any discrimination against other exchanges and shall not forbid or prevent its own members from dealing with or for the members of any other stock exchange, we must still hold our opinion in abeyance. On the face of things any such discrimination as that referred to seems unwise and unfair. In so far as it concerns the business theory that this discrimination seeks to maintain the exclusive character of some particular stock exchange and contributes to the pecuniary advantage of its members we do not think such a theory should be allowed to prevail. On the other hand, it is a great stretch of power in a legislative body to compel or attempt to compel any man or corporation to do business with some man or some other corporation when for private reasons the corporation or the man may not wish to do so. It will be well for the Legislature to hear carefully what the members of the Stock Exchange have to say on this point. Of course the provision of the bill requiring any member of a stock exchange to deal or trade with any one who wishes to open an account, the question of membership in another exchange not arising at all, is the height of absurdity.

The bill making illegal the payment of a greater interest than 15 per cent. upon advances on collateral security should not receive a single favorable vote in either house of the Legislature. The bill is absolutely against public policy and is an attempt to defeat the working of economic law, it must inevitably fail anyway. All the laws of earth will not prevent a man from paying a high interest rate upon a loan of money when it is for his permanent advantage to pay it. The natural safeguard against an unduly high rate is the competition among lenders, and this has been the case in all businesses in all countries at all times.

A single instance will suffice to show the nature of the economic necessity that is here concerned. It frequently happens in a financial district that the lending of money is accompanied with gross risk, not because the particular borrower is not considered solvent or because his general credit has been in any way reduced, but because money for all purposes has become exceedingly

scarce. People may be hoarding money, as they have time and again hoarded it, for various reasons; and although a merchant or dealer in stocks may possess collateral security fifty or one hundred times greater than the amount of the loan he desires, he still cannot get money because no one will lend it. Money he must have, however, in order to avoid failure, and he therefore has recourse to the expedient of tempting lenders to let him have this money by paying a high price for the accommodation. To deny to a merchant this remedy would only be to invite general calamity and also would be to deny to the general financial situation of the moment the only antidote for the poison which it has taken and which is moving it rapidly to a collapse.

The Assassination of King George of Greece.

It was the irony of fate that King George of Greece, who had lived through fifty years of a troubled reign and had seen his adopted country humiliated in a disastrous campaign with Turkey, should die by the hand of an assassin in the hour of Greece's realization of her dream of empire and when she was celebrating her hard won triumph over the ancient enemy.

The transformations that two years made, from the coup d'état of the "Military League" which suspended constitutional government to the capture of Salonica by the Greek army, would never have been prophesied by any one familiar with the state of politics in Athens preceding the war. The successes of the astounding campaign rehabilitated him in the esteem which he had partly lost through want of sympathy with Greek aspirations.

He was always a Dane trying to be Hellenic, and his people, whom he did not always understand, long resented his northern origin. His reign covered the entire formative period of the new Greek nation, and in one of the most difficult positions ever held by an imported monarch George of Greece showed in the main tact, tolerance, breadth and ability, the qualities, in short, of the remarkable family from which he came.

The "Full Crew" Bill.

The last ten years have developed a tendency on the part of legislators of this country not only to regulate the railroads but to dictate the details of their administration. The railroads have come to accept the principle of public regulation. That they are justified not only in the interest of the railroads but in the interest of the public itself by legislative impulse is made plain by the letter from the president of the New York Central Lines to the Governor of New York, which is printed elsewhere on this page.

The dictum that a railroad train should be manned with a "full crew" seems far enough, but there is such a thing as being full to repletion, a condition that always works injury. The State Legislature is about as well qualified to establish a general rule as to how many trainmen shall constitute a full crew for each and every railroad train as it is to prescribe how much food shall be the daily portion of each person within the State confines. A sparse diet for one would be overplentiful for another. A man filled to repletion not only sustains injury himself but is less fit to perform his share of the work in which others are concerned.

So also it is with a railroad company. If the New York Central is obliged to employ men it does not need, at an annual expenditure of \$750,000, there will not only be interference with the precision of operation always caused by superfluity of employees, but its ability to make needed expenditures in other directions will be impaired. Moreover, as President Brown points out, labor will be drawn from the farms, where it is badly needed.

The ranks of the railway brotherhoods will be recruited and their power enhanced. The State of New York, as other States, has a Public Service Commission clothed with power to see that the railroads render safe and efficient service. Why does not the Legislature leave to the commission the performance of the duties for which it was established?

Adrianople and Plevna.

Adrianople revives the memory of Plevna, but only because a beleaguered Turkish army held each town for months against the assaults of an enemy in superior strength. Modern fortifications constructed by the best engineering talent at great expense made Adrianople impregnable in the judgment of military experts. Plevna's only defenses were thrown up in hot haste with tools piled by common soldiers on ridges surrounding the obscure town. With 12,000 men and fifty-four guns OSMAN PASHA, marshaled out of Vidin on July 13, 1877, to relieve ARVOV PASHA's garrison of three battalions at Plevna, 115 miles away, and to anticipate its occupation by the Russians, who were already in possession of Timovo and Nikopol. General GURKO's advance had not been seriously contested, but OSMAN's forced march on Plevna, which he gained just in time to repel an assault upon the town by General SCHILLER-SCHLÖNER, stopped the forward movement. Plevna was but three days march from the only bridge on the Danube held by the Russians, and they had to deal at once with an army of unknown strength which might take them in the flank. The occupation of Plevna by the Turks was an admirable strategy.

Having repulsed the Russians with his jaded troops on July 20, OSMAN PASHA drew up plans for the fortification of the hills about the town, and night as well as day the work of digging trenches and building redoubts went on. On July 24 reinforcements of four teen battalions and a battery came in from Sofia. He now had 20,000 men and fifty-seven guns. In their first assault the Russians lost 2,800 men, in what is called the sec-

ond battle of Plevna they brought 30,000 men and 176 guns to the attack and their casualties were 7,300 men. OSMAN, with the Russian bridge only forty miles away, did not move out of his works after this overwhelming defeat of the enemy. He made a sortie against the Russian position of Pelishat on August 30, but except for this demonstration and the recapture of redoubts taken by the Russians and Rumanians OSMAN acted on the defensive. After the third battle of Plevna, in which the allies were driven back from the Radishevo front with heavy losses, they abandoned the plan of taking the place by assault and TOLEBEN was allowed to substitute scientific investment.

After a desperate sortie on the night of December 9 OSMAN PASHA capitulated with a starving army. He had beaten the ablest Russian Generals in three days of fighting on the hills of Plevna, often using the bayonet in savage hand to hand combat, and inflicting losses of 18,000 men. The enemy surrounding OSMAN's position was so superior in numbers that an aggressive campaign by the Turks would probably have ended quickly in disaster.

The glory of Adrianople can never be the glory of Plevna. The massive and intricate fortifications of Adrianople have baffled the Bulgarians and their allies. Artillery duels have been common, and if a grand assault has occurred in which thousands of men have fallen no report of it has seen the light. The conditions of defence, both natural and artificial, seem to preclude fighting at very close quarters. Sofia has given out no bulletins of victory, nor has Constantinople published repulses of the besiegers with great slaughter. The fortress of the Turks in holding Adrianople so long, assailed by starvation and disease as well as by the siege artillery of a vast investing army, has been inspiring, but the greater renown will always remain with Plevna and its lionlike defender.

The Cabin Smuggler.

Administrations may come and administrations may go, but the amateur smuggler appears to go on forever. The new Administration is not many days old when it comes up against the first foolish attempt, doubtless only the prelude to many others, to defraud the Government. It was only last week that a cabin passenger on one of the big liners attempted to bring in about a thousand dollars worth of dutiable articles purchased abroad on a declaration of \$200. He was detected by the customs officers, submitted to a good deal of inconvenience and unpleasantness, and finally had to pay \$1,500 instead of the \$600 that would have cleared his foreign purchases had he made the frank declaration that the Government demands.

The frequency with which these attempts to beat the customs officers seems explicable only on the theory of original sin. In the course of centuries the licentious man has managed to drub into mankind a respect for the personal property of his neighbor, and the average citizen regards the filching of his neighbor's effects as a very heinous offense; but then one's neighbor is a person, perceptible through the senses, particularly if he catches one in the act of depredation. The Government is a different matter. That is an abstraction, which one can neither see nor hear nor smell, but which it is commonly regarded as perfectly legitimate to attempt to touch. Either the policeman has not drubbed hard enough or civilization has not advanced sufficiently to convince many otherwise respectable citizens that to steal from the Government is just as much a crime as to steal from the individual.

One extraordinary thing about these returning wanderers who attempt to smuggle dutiable articles is that more often than not they are people of means who could well afford to pay the duty demanded; frequently they are people who owe their fortunes to the very duties that they try to evade. They cannot reasonably, although they almost invariably do, plead the excuse of ignorance, for on the schedule with which every passenger on a westward bound liner is provided are set forth with unmistakable clearness the rules and regulations governing the importation of foreign made articles. Nor can it be said that they indulge their smuggling propensities as a species of sport, as that entirely immoral hero of fiction RUFLES regarded burglary, for in agonized imagination in the custom house they pay the penalty of detection a dozen times over.

In the end, if they are successful, the gain is but trumpery compared with the risk of exposure. If they are detected there is a heavy pecuniary penalty and a certain amount of odium, which in one tragic case last year drove a woman to self-destruction. The game is obviously not worth the candle, yet wealthy men and women continue to play it. The explanation must be psychological—a disability in the human intelligence which prevents it, in its present stage of development, from perceiving that to rob a good friend like the Government, to whom we really owe everything, is, if anything, rather meaner than to pillage the goods of some individual who is a complete stranger to us.

The Hon. GEORGE SPARROW HAWK MCKENNEY must be mighty glad that it is all over.

There are unhappy days in store for the consumer. *Denver Republican.*

Why "consumer"? Hasn't he been ultimately consumed?

"Reform the men" is a splendid slogan. *Kansas City Journal.*

How about the old pitiless Kansas "slogan": "Man must be abolished?"

The profound thinker in the Ohio Legislature who seeks to regulate women's dress by statute is an amusing ghost from the Middle Ages, and yet he is delightfully modern when he chatters about the "wave of immorality now sweeping over the country." A lot of persons who like to see their names in the papers have just

discovered immorality; there is no "wave" of it, there is a great frothing and seething of foam and the grinding of inconsiderable pebbles on the beach.

State expenses compiled—Sulzer's investigators recommend \$1,110,354.51 less than in 1912. *Evening Post.*

A very respectable saving.

Miss JULIA WAT, feminist, says there is no demand for boy babies nowadays. *Courier-Journal.*

Fortunately or unfortunately, demand and supply have ceased to be on speaking terms.

Uncle JOE CANNON denies most superfluously the charge never made that he is a "regular old devil." Our interest and sympathy are in the fact that such a charge has been made and is such an irregular old devil and devil.

Oranges become costly. *Headline.*

Leaving lemons the consolation of the faithful, as Mr. McADOO is striving to persuade the brethren.

The life of a ten dollar bill is only one year. *Des Moines Register and Leader.*

The viability of currency is severely local and geographical. A ten dollar bill in this town will scarcely survive fifteen minutes of a taxi cab and two stops.

We do not suppose that the bottled drinking waters bought by the Department of Charity and the Department of Correction are for the inmates of the public institutions under their charge. City water is good enough for the pauper and the criminal, just as it is for most of the respectable population of New York, which is taxed to buy the high priced and specially bottled drinks of the public office holders.

President WILSON is said to be "in favor of a budget system for the conduct of Government finances." This was a hobby of his predecessor, and it speaks well for Mr. WILSON that he is willing to carry out any of Mr. TAPPAN's policies that appeal to him. In this respect the President differs from the Democrats in Congress, who have generally balked at Mr. TAPPAN's proposals because he was a Republican.

The provisional Federals and the different brands of rebels in Mexico have not barred war correspondents, but the news from the "front" is as confusing and untrustworthy as the bulletins from the area of conflict in the Balkans.

Mr. GEORGE BERNARD SHAW has told the world that he is a genius and makes money out of his absurdities, but as a dictator of the foreign policy of the British Empire he will never be worth his salt.

President WILSON wore the green to-day. Said his secretary, JOSEPH PATRICK TIMULY. *Dropout from Washington.*

Why drag in TIMULY?

THE PROTECTIVE TARIFF.

A Leading Republican Authority Criticizes Secretary Redfield's View.

TO THE EDITOR OF THE SUN.—Sir: It is astonishing how our friend Redfield wholly misapprehends the scope and purpose of a protective tariff. He asserts that it fails because, as he says, the industries with the highest protection pay the lowest wages.

This is not correct, as he will find by examining the lace, glass, silk, tobacco, pottery and many other industries. But even if it happened to be true in some cases, it would prove nothing. The Roosevelt platform made the same fundamental mistake indicated by Mr. Redfield's statement.

The purpose of a protective tariff is not to equalize wages in different industries in this country, but to compensate for the difference in foreign and domestic cost, including wages in the same industry, and so make fair competition with foreign countries possible. The Roosevelt and Redfield theory carried out would mean that the wages in all industries having the same protection and all wages in each industry uniform, which of course would be impossible.

The highest protective duty here does not indicate that the wages in that industry are higher than in another having lower tariff rates, but that the difference in cost of production here and abroad is greater in the one case than in the other. Simply this and nothing more. The tariff does not make wages.

It gives opportunity and protects wages by equalizing competition.

Mr. Redfield's use of the shoe industry as an illustration is unfortunate for two reasons:

1. Shoes are purely the product of patented and monopolized machinery.

2. The former shoe tariff was cut 60 per cent. by the Payne bill four years ago because of the lower American cost of production due to that patented machinery. *EBENEZER J. HILL, NORWALK, Conn., March 18.*

Ten Suffrage Reasons.

TO THE EDITOR OF THE SUN.—Sir: Ten good reasons why women should vote.

1. Taxation without representation is tyranny, obedience by women to laws not made by women is unjust, to be seen and not heard is childish, to be hindered from stopping a vice peculiarly affecting their lives is a crime, to be denied the right of a living wage is brutal, to be used as a power is a loss to the nation, to eliminate intelligence except secondary effort is foolish; to be kept out of a plain right is un-American, to be on a level with fools, idiots, etc., is ungrateful, to be checked under the chin or pat on the head is not always soothing to the recipient. Better use a pacifier, or give the vote.

Miss J. L. WHITE, DALLAS, Tex., March 16.

The Governor's Independent Status.

TO THE EDITOR OF THE SUN.—Sir: Why should Governor Sulzer be subservient to Murphy? He does not owe his nomination to Murphy. He was nominated despite Murphy. Yet he was elected by the Democratic State machine. He secured the nomination by his individual efforts with the delegates. His was therefore a simple pure direct nomination. He can afford to be independent, and he shows his independence. He has not declared that he is the boss of the Democratic party of New York State? *GEORGE FENTRICK, NEW YORK, March 18.*

His Four Treacherous Blades.

TO THE EDITOR OF THE SUN.—Sir: I agree with "Sharp Edge" that razors have more "temperament" than "temper." They must be of the feminine gender. For years I have used four sharp razors in alternation, giving them a rest. When I used their edges up all would go to the cutter's to be ground or honed as they needed. I regret to confess that I am unable even to stop a razor properly. I have comfort and speed in shaving nevertheless. *SELF-SPEAK, EAST ORANGE, N. J., March 18.*

Proportion.

Knecker—Do you believe in charity? Knecker—No, I believe in doughnut on the waters you get the hole back.

THE VIRTUES SHOP.

Messrs. Good, Better & Best Announce a New Mercantile Establishment.

TO THE PUBLIC: The firm of Good, Better & Best have the honor to announce that on April 1 they will open in Fifth Avenue, New York, their new and commodious establishment to be known as The Virtues Shop.

Messrs. Good, Better & Best, having learned from many eminent sociologists that Virtues may be bought and sold, purpose to carry constantly in stock large quantities of all standard goods in a variety of styles, all of good quality, at prices as low as are consistent with a high standard of excellence.

The Virtues Shop will be easily distinguishable by means of the symbolic group of statuary which will adorn its main entrance, representing Dollars, personified as a woman of heroic size, crushing to earth Vice, typified as an empty and flattened pocketbook.

While Messrs. Good, Better & Best will present complete stocks of all Virtues in The Virtues Shop, they will give particular attention to Socratic Wisdom, which will be offered at reasonable prices in large and small quantities as a staple, but well known fact is that the late Socrates, than whom no producer of this commodity had a higher reputation in his day, contented after deep study that from wisdom all Virtues flow.

Occupying a place of equal importance in the stocks of The Virtues Shop will be found Charity of the famous St. Augustine brand, there still being a considerable number of persons who hold with this widely esteemed authority that Charity is the source of all Virtue.

Customers desiring to obtain their Virtues ready to wear will find in the Virtues salon a comprehensive and inclusive assortment of Wisdom, Courage, Temperance and Justice. Messrs. Good, Better & Best wish to inform probable customers that in this department Wisdom is put also under the name of Prudence, Courage is dispensed as Fortitude and Justice as Righteousness. No misrepresentations of any kind will be permitted in The Virtues Shop. Messrs. Good, Better & Best, while catering to all tastes, disclaim any intention of suggesting that the differences in labels affect in any way or degree the properties or characteristics of these goods.

Prudence, Fortitude, Temperance and Justice, the so-called Natural Virtues, as adopted by St. Augustine from Plato's formula, will be offered in attractive cartons at low prices. Take home a package of Temperance for Father!

In the ecclesiastical department of The Virtues Shop will be found Faith, Hope and Charity in appropriately decorated containers, warranted pure and of standard strength. Sprinkler tops make these goods handy and economical to use. Patience and Humility will be sold by the quart, gallon and keg, liberal discounts being granted to large consumers.

Messrs. Good, Better & Best take great pleasure in announcing that they have obtained at enormous expense the exclusive agency for the United States, excepting the Philippine Islands, of the world renowned and old established Chinese house of Mencius, Meng tze & Meng tzu, for many centuries the leading dealers in philosophy in the Celestial Empire and to-day recognized by the Chinese Republic as one of the most reputable concerns of that nation. A whole floor of The Virtues Shop has been set aside for the display of goods made by Mencius, Meng tze & Meng tzu, and this has been transformed into a veritable Flowery Kingdom in miniature. Here the odd and fascinating products of Mencius, Meng tze & Meng tzu will be shown to the best advantage. Their Wisdom, Humanity and Justice are highly recommended, and their Propriety is indorsed by all as superior to any other on the market.

Liberal credit will be allowed to responsible persons.

Contracts for supplying Virtues to large families, churches, clubs and institutions are solicited.

Expert repair men supplied.

Gifts of Virtues will be accepted in part payment of bills.

Our staff of experts will gladly furnish plans and specifications for the repair of worn or damaged Virtues and for the complete outfitting of patrons who want the latest styles.

Our delivery system covers the world. European novelties in Virtues constantly received from our Paris, London and Berlin correspondents.

To celebrate the opening of our establishment a twenty-five cent package of Loyalty will be given to every visitor to The Virtues Shop on April 1.

The Virtues Shop has positively no connection with any other dealers in New York. Yours for virtue.

GOOD, BETTER & BEST, NEW YORK, March 19.

The Redemption of Greenbacks.

TO THE EDITOR OF THE SUN.—Sir: In regard to the controversy going on in your columns between Silas Bent and Silas Straight, both are right and both are wrong. When greenbacks were redeemed during the early days of the second Cleveland Administration they were paid out and came back for more redemptions again and again. In order to provide gold for their redemption, bonds were issued.

It is not perhaps quite correct to say "greenbacks" in multitudinous sense, for Secretary Carlisle had exchanged notes for large denominations for about all of the 10 and 20 of Treasury notes, in all between 100 and 200 millions, thus facilitating the redemption of the currency. During the early days of that period the redemptions were to supply Treasury need of ready money, and the thing traveled so fast as to get beyond their control, hence the bonds issues.

The plan then was that the gold reserve was thus indirectly used to meet current expenses. Had the income been sufficient to meet them there would have been no redemptions and no bond issues.

New York, March 18. E. R. DODGE.

A Mother's Thanks.

TO THE EDITOR OF THE SUN.—Sir: In this day when children are playing in the nursery are stricken and maimed for life or taken away by a disease that has defied medical science, in this day of envy, unthinking and unreasoning censure, may I say that the efforts now being made by the mothers, God bless Dr. Rockefeller, a Mother.

BROOKLYN, March 18.

Sixteenth Street, Washington.

TO THE EDITOR OF THE SUN.—Sir: It is announced that the name of Sixteenth Street, Washington, D. C., has been or is about to be changed to Presidents Street. No reason is given. Is it the perpetual spirit of change which is prevalent in Washington?

"Sixteenth Street" is in harmony with the nomenclature of the Washington street system, all parallel streets being named numerically. If Sixteenth Street is to be changed the proper name to give it is one it once possessed, Meridian Street, so named because it was the center of the street and the center of the White House, giving a reason for its name, and a character to the name. E. T. V., NEW YORK, March 17.

New York, March 17.

THE FULL CREW BILL.

Pertinent Remarks to the Governor by the President of the New York Central.

MY DEAR GOVERNOR SULZER: Assembly bill No. 1528 is commonly known as the "full crew bill," and passed the Assembly on Tuesday, March 11. It is now before the Senate for consideration.

The bill applies to all railroads of more than fifty miles in length within the State, and proposes to fix arbitrarily the minimum number of train crews operating trains or light engines outside of yard limits, as follows:

On freight trains of twenty-five cars or less, one engineer, one fireman, one conductor and two brakemen.

On freight trains of more than twenty-five cars, one engineer, one fireman, one conductor and three brakemen.

On trains other than a freight train of five cars or more, one engineer, one fireman, one conductor and two brakemen; and if the train is a baggage train or a passenger train having a baggage car or baggage compartment, a baggage man in addition.

On any light engine, one engineer, one fireman and one conductor or brakeman.

The provisions of this bill are of the most vital importance to railroads of the State of New York, and particularly to the New York Central and Hudson River Railroad of which I have the honor to be president. It proposes to increase needlessly the number of men necessary to man trains properly, and proposes to do this without regard to the particular facts or circumstances regarding the operating conditions which are found upon the railroads in the State of New York.

It places a railroad with no grades or slight grades upon the same plane as a railroad with heavy grades. It places a railroad with a track protected by block or automatic signals upon the same plane as one which is not so protected. It takes away from the railroad managers all discretion as to the proper manning of their trains, and to that extent will tend to destroy discipline, which is necessary if the railroads are to be safely operated.

If it could be shown that the additional men who must be employed if this bill becomes a law added anything to the safety of the railroads, it would be a commendable thing; but there would be no objection on the part of the railroads to the enactment of this legislation; but the placing of an additional man upon all trains is not only not an additional source of safety but may prove otherwise.

In the many accidents which have occurred within the State during the time in which railroads have been operated here there is not one which has been laid by a proved or probable undermanning of trains. Since the Public Service Commission has been in office it has not reported that a single one of the many accidents which have been investigated by it was caused by the undermanning of trains.

The New York Central and Hudson River Railroad Company has spent many millions of dollars within the past few years in installing the most improved signal appliances; in installing the most improved safety appliances; in installing the most improved and safety appliances have reduced the amount of work necessary to be done by train crews, but notwithstanding this the number of men upon trains of this company is precisely the same as it was before the modern conveniences in safety appliances and in signal appliances obtained.

It is estimated that if this legislation should become a law the increased cost to the railroads of the State would be \$2,000,000 a year. The increased cost to the New York Central and Hudson River Railroad Company will be \$750,000 a year. In the view of the railroad managers the expenditure of this vast amount of money will be a pure waste, for it will not tend to greater safety or greater efficiency of operation. It is a vast, unreasonable and unnecessary economic waste. The railroad employees of the State are asking for higher wages; the public is demanding first class service; the State is asking for communities and commercial bodies are demanding lower rates. The imposition upon the railroads by statute of a great and unnecessary expenditure will render difficult, if not impossible, the problem of maintaining suitable conditions in the railroad business.

Conditions differ upon all railroads, and often upon different trains upon the same railroad. What would be a proper crew for a train of specific length upon one railroad might not be a proper crew for a train of the same length upon another, or even for a train of the same length upon another part of the same railroad.

The number of men necessary to man a train is dependent upon the length of the train, but upon the physical conditions of the railroad or the part of the railroad over which the train runs. It is undisputed that trains should not be undermanned, but it is also of the highest importance that they should not be overmanned. The overmanning of trains causes the excess man or men to idle away their time, and thus detracts from the efficiency of the service performed.

The responsibility for determining the proper manning of a train is now upon the railroad managers. How well they have done the duty imposed upon them by this responsibility is shown by the fact, as cited above, that no accidents have been shown to have occurred in this State due to the undermanning of trains.